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AGENDA

EQUIPMENT BOARD

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ILLEGIB

Meeting No. 1-65 [REDACTED]

DATE : 13 January 1965
TIME : 1400
PLACE : OC Conference Room
2D03 Hqs. Building

OLD BUSINESS

None

NEW BUSINESS

| | | | | | |
|------------|----|----------|---------|-----------|---------|
| CCS | 6 | REV DATE | 9-12-81 | BY | 006/99 |
| CRIG COMP | - | OPI | 33 | TYPE | 3d |
| ORIG CLASS | 5 | PAGES | 4 | REV CLASS | C |
| JUST | 22 | NEXT REV | 2010 | AUTH | HR 10-2 |

Agenda Item No. 1: Replacement of Mobile Base Station Equipment

For years OC has stocked mobile and transportable equipment packages designed to provide various degrees of base station support capability on a quick reaction basis. Much of this equipment is now obsolete by present day equipment standards and for present staff and operational requirements. At an earlier Equipment Board meeting OC-E recommended that a study be made to "determine the preferred replacement equipment for our diminishing mobile units." OC-P was tasked by the Board with the responsibility for examining possible replacements for the mobile packages. OC-P and OC-E have been working on this problem and OC-E has developed data for presentation to the Board for determination of the procurement action to be recommended.

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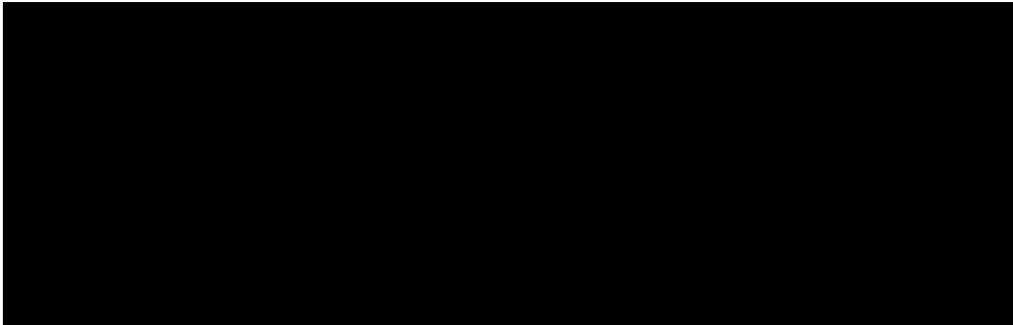
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GROUP 1
Excluded from automatic
downgrading and
declassification

EQUIPMENT BOARD
MINUTES

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Meeting Number 1-65 of the Equipment Board was held on 13 January 1965 in the OC Conference Room, 2D03, Headquarters Building. Those present were:



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I. OLD BUSINESS

None

II. NEW BUSINESS

Agenda Item No. 1: Replacement of Mobile Base Station Equipment

1. Introduction

Because the present OC mobile equipment designed to provide a transportable base station capability on a quick reaction basis is largely obsolete, at an earlier meeting the Equipment Board recommended that a study be made to determine the preferred replacement requirement. OC-E, in coordination with OC-P, has made this study for presentation at the current Board meeting.

In a brochure distributed prior to this meeting, OC-E outlined the basic philosophy which had been followed in arriving at a determination of what new types of transportable equipment should be obtained to replace the 2-ST, 6-ST and the [redacted] units. The first is an 8 Circuit Preassembled Air-Transportable Communications Base (8-PAC) which will accommodate 7 on-line, full duplex KW-26 or KW-7 tributary circuits continuously and one or more additional intermittent tributary circuits plus one multiplexed on-line trunk; the second, is an Air-Transportable Tactical Field Station (ATF) which will house a Type 1 station in a transportable shelter.

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2. Discussion

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The Chairman introduced the discussion by stating that OC has [redacted] in its current fiscal year budget and [redacted] to procure replacement equipment for our mobile units. It is necessary that a decision on just what equipment is to be procured be made as soon as possible so that the FY-65 funds may be obligated and planning for FY-66 firmed up.

CONFIDENTIAL

Page 2
Equipment Board Minutes
Meeting No. 1-65

CONFIDENTIAL

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[REDACTED] made the OC-E presentation. He referred to the philosophy outlined in the brochure, and stated that in keeping with previous Equipment Board discussions, prime movers would not be obtained in the future primarily because of maintenance and obsolescence problems. With that as a starting point, OC-E made a study of the transportable stations used by the military. Although certain concepts were found which are adaptable to our requirements, no single military system was located which fulfills OC needs. Consequently, the system proposed employs shelters of the type produced by Craig Systems plus auxiliary equipment which will allow these shelters to be loaded onto aircraft and transported over the highway using borrowed prime movers. Using drawings, this auxiliary equipment was described. In the case of the 8-PAC it consists of stand-off adjustable (in height) dolly wheels which are added to the back and front ends of the shelter. With this equipment a shelter can be raised and lowered above the ground. Additionally, these units are needed when loading shelters on or off aircraft. For over-the-highway transportation, the dollies are used to lift the shelter so that a 4-wheeled trailer can be inserted under the shelter. At the station site, the dollies are extended and the trailer removed. The shelter can then be lowered to the ground to rest on its ribbed bottom or, if desired, the dollies can be used as the base. It is intended to provide one 4-wheel trailer with each 8-PAC system. The cost of a 4-wheel trailer is \$8,000.00 and one of its advantages is that it "accordions", facilitating stowage in an aircraft.

According to present planning, 5 C-130 transports will be required to transport a complete 8-PAC system. However, these studies are not fully complete and it may be possible to reduce by one the number of aircraft needed.

The ATF consists of a shelter containing a Type 1 station. The approach is very similar to that used for the 8-PAC shelters except that a smaller shelter, which can be transported on a variety of large military cargo aircraft, is used. Again dollies are used at the 4 ends of the shelter but instead of the 4-wheel trailer, goat wheels are added to the front and rear of the shelter for over-the-highway transport.

OC-E proposes that two 8-PAC systems be obtained, one of which will be maintained on a ready-to-go basis with all equipment installed. The second unit will require 120 days to outfit completely. OC-E's concept is that both units be stored at Headquarters whenever not in use. For example, if a unit is sent overseas to meet an immediate requirement, it would be returned when the requirement ends or when a fixed installation has been completed. No equipment would be removed from the 8-PAC in the field. With regard to the ATF units, OC-E proposes to obtain three units and that they be positioned as follows: one in Europe to meet war plan requirements, one in Asia and one at Headquarters.

The total cost of 3 ATF units, including all radio equipment, is \$300K. The cost of one 8-PAC complete with all equipment except crypto, is \$534K. The cost of one 8-PAC standby unit complete with wiring harnesses, air conditioner,

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racks, etc., but not including radio or crypto equipment, is \$183K. Thus, the total estimated cost for these systems is \$1,017K.

In the general discussion which followed, a variety of questions were asked and answered concerning the trailer/goat wheel/dolly systems. The problems associated with plans which depend on borrowed primer movers were again discussed. In answer to a query concerning the time element involved in procuring these units, [REDACTED] stated that, if approved by the Equipment Board, procurement actions should be in Logistics about 1 April or shortly thereafter, and that he believed by this time next year the units would be on hand for testing.

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Concerning a clandestine circuit base station capability, [REDACTED] said that he proposes that the \$500K in the FY-66 budget be used for this purpose. A proposal was made that fly-away kits form part of the transportable concept for Type 1 stations. In discussing this matter, it was generally agreed that fly-away kits should not be part of this program because what are in essence requirements for fly-away kits are handled at very frequent intervals by OC-E simply by following existing procedures. However, it was agreed that OC-E would develop an equipment list, wiring harness and packing cases for fly-away stations; these to be furnished overseas areas so they may assemble and have in stock.

The concept of having smaller packages, several of which could be combined to meet varying size requirements was also examined but rejected because of the personnel and other problems involved with this kind of installation.

The question of whether crypto equipment should be included in the cost and allocated to these units was also discussed. It was agreed that this would not be done; crypto equipment would be withdrawn from stock and installed in these units at the time of the requirement, with the equipment to be installed depending upon the needs of the particular requirement. [REDACTED] stated that it had been planned to turn back certain funds which had originally been programmed for crypto equipment, but that he believed it would now be advisable to procure certain additional equipment for stock because of requirements which might develop for its use with these transportable packages.

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3. Recommendations

That we proceed with the 8-PAC and ATF concepts as outlined above by having OC-E prepare final specifications to be in the hands of the Office of Logistics by 1 April 1965, so that a procurement contract may be negotiated.

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Approval

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